



# ASSET MANAGEMENT PLAN

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## TRANSPORT



# OVERVIEW

## ASSET MANAGEMENT PLAN EXECUTIVE SUMMARY **TRANSPORT**

Manaaki whenua, manaaki tangata, haere whakamua.  
Tihei mauri ora!

No reira, e te haukainga Rangitāne,  
nei rā te mihi nui ki a koutou e pupuri nei i te  
mauri o te whenua me ngā wai e rere atu e rere mai.

Tēnā koutou, tēnā koutou, tēnā tātou katoa.

Palmerston North’s population and industrial sector is growing, and we need to make sure people and goods can continue to move around the city easily and safely.

With more journeys on our roads, our transport network is becoming busier and more constrained. Palmerston North has emerged as the primary freight hub for the lower north island, resulting in more trucks on our roads. At the same time there is a growing desire to be able to move around the city easily and safely as a pedestrian, cyclist or by bus. This is resulting in decreasing accessibility, liveability, journey reliability while there are increasing conflicts between transport users.

### **It’s more than just roads and cars**

Our vision for Transport is to provide an integrated multi-modal network that connects people and goods with destinations in a safe, efficient and sustainable manner and evolves to meet new transport demands with less reliance on private motor-vehicles.

The transport network also supports us in realising other strategic priorities. Well designed roads and streets help create a city that has great places for all people. Our footpaths, cycle lanes and shared paths provide the facilities to support us to have one of the most active communities in New Zealand. Our streets have a significant portion of our public vegetation cover providing opportunities for biodiversity and infrastructure that serves to protect, enhance and preserve the environment.

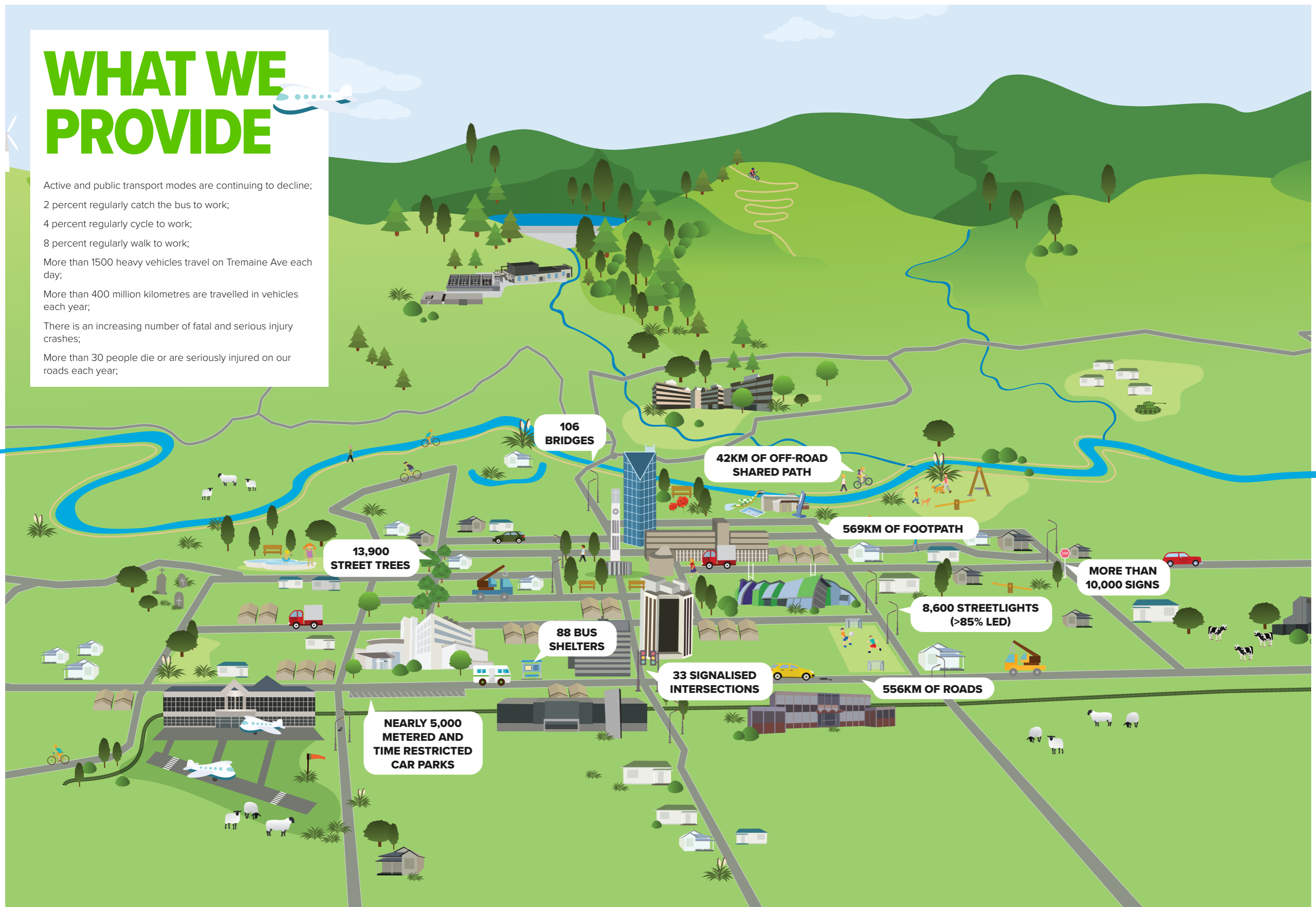
**This Transport Asset Management Plan focuses on our local transport network and the economic, health and safety, climate and financial challenges that surround it. It highlights why we’re spending money on the transport network and the benefits we’re going to get from this.**

### **We have an investment partner**

Waka Kotahi (NZ Transport Agency) are a key partner funding approximately half of the work we do in the transport space. We’ve worked closely with Waka Kotahi to ensure that our investment supports their strategic priorities of improving road safety, providing better travel options, improving freight connections and developing a low carbon transport system.

# WHAT WE PROVIDE

Active and public transport modes are continuing to decline;  
2 percent regularly catch the bus to work;  
4 percent regularly cycle to work;  
8 percent regularly walk to work;  
More than 1500 heavy vehicles travel on Tremain Ave each day;  
More than 400 million kilometres are travelled in vehicles each year;  
There is an increasing number of fatal and serious injury crashes;  
More than 30 people die or are seriously injured on our roads each year;



# EVERYONE IS A CUSTOMER



PEDESTRIANS



CYCLISTS



DRIVERS



COMMUNITIES



EDUCATION



BUS USERS



FREIGHT AND DISTRIBUTION



TAXIS AND RIDE SHARING



BUSINESSES

## Our level of service

People use the transport network in a variety of ways. Common expectations among transport users are that our roads and streets provide a safe, reliable, accessible and comfortable journey. We want to create an environment for all transport users, irrespective of their age, ability or mobility.

There are only a few areas that the transport network is delivering the level of service anticipated. These are related to satisfaction with street lighting, overall cost to manage transport assets and road asset condition. However, road asset condition is deteriorating.

Overall satisfaction with the transport network is low compared to other Council services. This is reflected in the transport network failing to deliver on levels of service. Serious road crashes are increasing, and the overall condition of our footpaths is not to the desired standard. The number of people walking, cycling and catching the bus for work or education is declining. This also impacts our ability to reduce transport carbon emissions in the city.

# WE HAVE SOME CHALLENGES + RISKS

## Our road safety record is getting worse

The number of recorded road crashes causing injuries on our roads and streets has been generally flat over the ten-year period. However, the amount of harm from transport crashes on roads and streets in Palmerston North has been increasing resulting in more deaths and serious injuries from road crashes.

## Our roads are deteriorating

The quality of road surfaces in Palmerston North has been steadily decreasing over the past five-years. This has been especially so on our busiest urban roads which have shown a significant drop in the amount of travel on smooth roads. There have been many contributors to this including an increase in the number and size of heavy vehicles on the transport network, poor underlying ground conditions, service and utility trenches and inadequate levels of investment.

## Transport is an enabler for economic growth

Palmerston North is the primary freight distribution hub in the lower North Island. This provides a significant economic opportunity for the city, while also placing pressures on existing infrastructure. Increases in the number of heavy vehicle movements associated with this growth are creating safety and efficiency issues on the transport network as well as impacting road quality. The strategic response to these issues has been slow and uncertainty remains over when improvements will be delivered and when growth will occur.

## Fewer people are walking, cycling and catching the bus

Palmerston North is a flat, compact city ideal for cycling or walking. However, the same wide roads which are great for vehicles and parking, create challenges for pedestrians and cyclists. Wide and busy roads can be an impediment for pedestrians with lower mobility, deterring them from walking. There are no parts of the transport network where pedestrians, cyclists or buses receive priority over vehicles, despite the adjacent land use.

## Our roads and streets don't support our communities

The need to seek a better balance between "movement" and "place" on roads and streets is increasingly being recognised and this will influence the allocation of road space and investment programmes. New initiatives will seek to optimise the transport network based on function, balancing movement and place, "de-tuning" some streets to reduce unnecessary through traffic, reducing speed environments and creating more liveable local streets.

## The wrong vehicles are travelling on the wrong roads

Our transport network is open and accessible, providing opportunities for almost all types of vehicles and users to travel on most roads. While this provides choice for drivers, as traffic volumes increase it will result in more issues and conflict. Heavy vehicles rumbling past schools, cars rat-running to avoid busy intersections and buses stopped in cycle lanes are all examples of where the wrong vehicles are travelling on the wrong roads.

## Transport is the greatest contributor to carbon emissions in the city

The transport sector produces more than half of our city's greenhouse gas emissions. To address this, we need to encourage or facilitate more sustainable modes of travel, reduce the need to travel and provide opportunities to use alternative fuel sources.

# WHAT'S OUR PLAN?

### We're changing how we manage our transport network

Our current method for managing the transport network is not sustainable. There are a number of changes we can make through the management of our transport network that will help us achieve our outcomes.

We're beginning to provide greater priority in our investment and the way we manage the network to pedestrians, cyclists and those catching the bus. There are many benefits from these transport modes, including improved health, environment, economic and social outcomes. This shift will enable change to occur over time. Even if it doesn't happen all at once the trajectory for investment in our transport network will change.

Road safety is being improved by reducing speed limits on our roads. We're already doing this around some of our schools and on some of the fringes of our city. Lower vehicle speeds mean a lower likelihood of a death or serious injury if a crash occurs.

We can take the opportunity to create better places whenever we upgrade and renew our roads. We did this on Cuba Street, by combining several planned renewals at the same time, while also providing a better urban design outcome.

By right sizing asset maintenance and renewals, we'll be able to reduce the long-term costs of our transport assets. Too often in the past we've made the work fit the budget we have, rather than doing the job right first time. We've recently been constructing roads that are more expensive up front but are expected to last longer.

### We need to invest in our transport network

Our renewal and maintenance budgets – especially those relating to our road structure and surface – are increasing to ensure we can continue to deliver the expected level of service. By renewing assets at the right time and for the right cost it will also reduce our long-term maintenance costs.

The strategic transport route around Palmerston North is needed to fully enable the economic growth sought from development in the North East Industrial Zone, KiwiRail and other growth areas. In the short-term we're proposing to make improvements to the transport network – alongside Waka Kotahi – that will activate this route. This will allow heavy vehicles to use this route, placing less strain on urban routes. Upgrades to transport infrastructure are also required to support the city's other growth areas including Whakarongo and Kākātangiata.

The Streets for People programme is changing the way streets in our CBD look and operate. It's providing a vibrant city centre that will make Palmerston North even more attractive for work and play, provide more opportunities for locals and visitors to connect with the city and the people who live here, and bring significant benefits for the local economy.

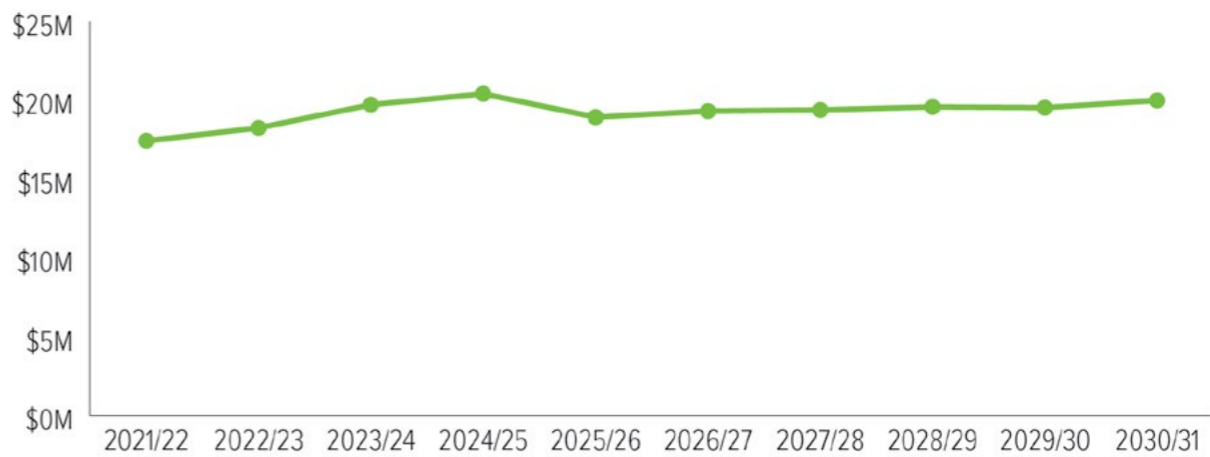
Changes to our transport infrastructure are needed to deliver the pedestrian, cycling and safety outcomes sought. Long-term programmes are proposed to shift the way people use the transport network and provide a safer journey and better experience for all transport users.



# HOW MUCH WILL IT COST?

We can respond to challenges on the transport network in several ways. Potholes and other similar minor defects will be rectified via regular maintenance. Our transport assets are kept to a good overall condition through timely asset renewal where it is needed most and when maintenance is no longer cost-effective. We spend money on improving our transport assets when they are not meeting the anticipated levels of service or strategic direction set.

### OPERATIONS + MAINTENANCE TRANSPORT ACTIVITY



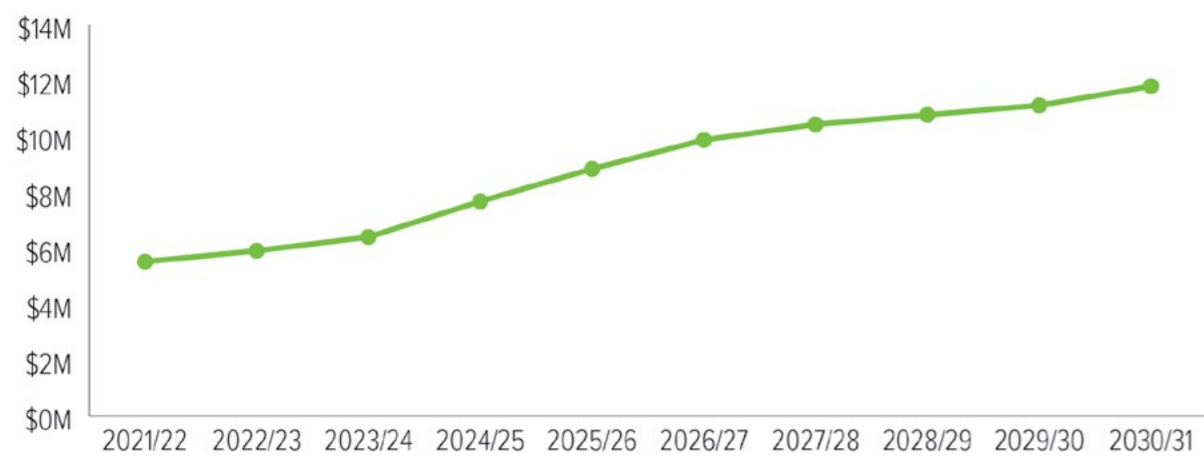
We spend more than \$17 million per year operating and maintaining the Transport network. This is proposed to increase steadily in order to meet declining levels of service and cope with more trucks, cars, pedestrians and cyclists using the network.

More than \$6.5 million of the operations and maintenance expenditure is subsidised by Waka Kotahi. The largest portions of this are on road, cycle path and footpath maintenance. The amount we spend on power for our street lights and traffic signals has reduced by nearly 50% since the installation of LED lights. These aspects of transport maintenance are the areas which are forecast to see most of the increase in expenditure over the next 10 years.

Maintaining our roads and streets as a Place and not just a corridor for movement is important. We keep our footpaths, gutters, berms, gardens, street trees and seats clean and looking tidy. Overall, we spend approximately \$2.5 million maintaining these elements.

We spend more than \$2.5 million per year providing the technology and enforcement for car parking within the city centre. This expenditure is offset by parking revenue generated via paid parking and tickets.

RENEWAL  
TRANSPORT ACTIVITY



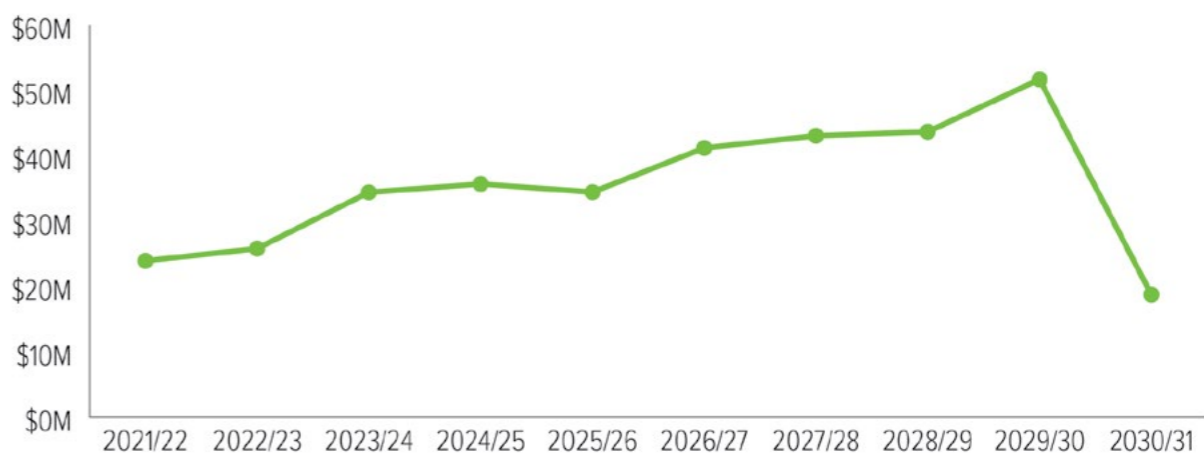
More than two thirds (\$54 million over 10 years) of the renewal spend on Transport assets is on road pavements and surfaces. These are the parts of the road which provide a smooth surface to vehicles and cyclists. The next highest portion is on the renewal of footpaths (\$12 million over 10 years).

Our current overall level of renewal of our transport assets (approximately \$6 million per year) will not be enough to deliver the level of service anticipated by the public. We’re already seeing a general deterioration of our roads and footpaths. Without spending more on renewals, we’ll begin to see more failures in our transport assets. This will require us to spend more time and money on road maintenance.

There are planned increases over the next 10 years for most transport assets. These increases are planned to be gradual to ensure our contractors can deliver the increased amount of work.

Though not shown in the planned renewals for the next 10 years, there is going to be a significant need for future investment in our aging bridges. More than 75% of our bridges are older than 50 years old with several older than 90 years old. With an expected life of around 110 years, this means many of these bridges could require renewal soon. This will come at a significant cost.

CAPITAL NEW EXPENDITURE  
TRANSPORT ACTIVITY



To respond to the challenges faced on the Transport network, we’re planning to spend significantly more on new roads, footpaths and cycleways than previously signalled. We’re proposing to spend more than \$350 million over the next 10 years.

Delivering the strategic route around Palmerston North requires the greatest amount of money. More than \$100 million is planned to be spent. Though it is currently assumed that Waka Kotahi will fund most of this work once more trucks are using the new and improved route.

More than \$80 million is planned to be spent improving links for people walking, cycling and catching the bus. More than half of this is going to be on extending and improving our on-road and off-road cycling networks.

We have worked closely with Waka Kotahi to put together several programmes that will support better transport safety outcomes. Approximately \$60 million is planned to be spent directly on transport safety over 10 years.

Other areas of planned improvements to the transport network include:

- Transport infrastructure to support growth (\$50 million);
- Improvements to our urban, village and town streets (\$14 million);
- Streets for People (\$23 million).

